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ENGLAND

IDEAS ON OFF-HIGHWAY VEHICLE MANAGEMENT

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ABSTRACT

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Title: Ideas on Off-Highway Vehicle Management

The high number of OHV users in Arkansas has created conflicts with other forest users as well as impacting the natural resources of the forest. An excellent OHV Management Direction was written for the Ozark-St.Francis National Forests September, 1990. Unfortunately, this management direction has not been aggressively implemented. This paper documents some actions that have been taken on the forest in implementing the management direction. It documents ideas from other research that can be used to manage OHV's and suggests a plan of action for implementation.

Key words: ATV, OHV , motorized recreation,

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EXECUTIVE SUMMARY

Title: Ideas on Off-Highway Vehicle Management

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Summary:

The Ozark-St.Francis National Forests have had a detailed Off-Highway Vehicle Managment Direction Plan since September, 1990. Three years later, very little has been done forest-wide to implement this management direction. The non-management of this recreational use has caused significant resource damage in isolated places and new trails continue to appear across the forest daily.

The purpose of this paper is to put together ideas about OHV management. In addition, have documented what has worked when other management plans were implemented, how to go about organizing clubs and volunteer groups, and using district resources to move forward towards a managed OHV program on the forest.

One of the first things to determine was what resources were available to help organize riders into clubs or interest groups. Blue Ribbon Coalition,

Motorcycle Industry Council, and the American Motorcycle Association were especially helpful. Contacting other forests that have delt with managing OHV use and getting a literature search from INFO SOUTH was a tremendous advantage.

Through interviews with others who have gone through the process of implementing a management plan for OHV's the direction set forth in the forest OHV Management Direction was validated as correct and effective if used as written.

The Ozark-St.Francis National Forest Plan states that the Boston Mountain Ranger District will have a motorbike trail using existing roads and trails already being used. To begin the process of implementation, existing trails were mapped and organized clubs contacted about helping with marking trails, inventory of trail conditions and trail maintenence.

There is still a lot of work to do to implement the OHV Management Direction for the forest. Very little funding is available for implementing and creativity and volunteer help continues to be the key to getting this job complete.

Introduction.

Off Highway Vehicles (OHV) are a popular form of outdoor recreation on public land in Arkansas. OHV's for the purpose of this paper include 4-wheeled and 2-wheeled motorcycles. There are very few developed trails designated specifically for OHV use on public land in Arkansas, with only one on the Ozark National Forest. OHV use on national forest land is taking place on logging roads, forest development roads, county roads, narrow trails created by the riders, and across the general forest area. The use of these vehicles is not restricted to any certain roads, trails or areas.

However, the Forest Plan, approved in 1986, (Plan, 1986) states that all areas of the Ozark-St.Francis National Forests are closed to off road vehicle use, except open roads, to minimize disturbance, environmental damage and other user conflict.

One of the major problems in implementing the forest plan direction is that there are no regulations to inforce the fact that the general undeveloped forest area is closed to OHV use. There is a regulation against damaging vegetation, and one for having a motorized vehicle on a closed road. But the concensus of the forest managers is

that a regulation needs to be in effect that will close the general forest area to OHV use once a motorized trail system is designated for the public to use.

The Ozark-St.Francis National Forest Management Direction for Off-Highway Vehicle Management was approved by the Forest Supervisor September,1990. (Appendix I) This management direction provides basic over-all guidance for ranger districts to plan and manage OHV use. This Plan states that the goal of the OHV program on the Forest is to provide sufficient roads and trails for enjoyable experiences and to adequately inform recreationists through publications as well as signing where they may ride on the Forest.

The Problem:

Extensive damage to natural resources have resulted from the misuse of OHV's on parts of the Ozark National Forest. Because of this damage, OHV's are completly prohibited from entire areas of national forest land. Examples of damage occurring are:

1. Damage to culutral resources and sensitive plants. In an area that is ridden heavily by OHV's a known prehistoric site was being destroyed by compaction and displacement of the soil as determined by the district archaeologist. Several rare plants are found in this drainage also. An area closure was issued by the Forest Supervisor, eliminating ATV use on 240 acres of national forest land to protect these resources.

2. Damage to vegetation in developed recreation sites. OHV riders were riding off developed roads in and around campgrounds and causing erosion and loss of vegetation in developed areas. Several developed recreations sites have been completely closed to OHV use.

Conflicts with hunters and landowners adjacent to national forest land have increased based on conversations with district rangers and Arkansas wildlife officers. Most of these complaints stem from conflicts between hunters who have had their hunting experience disturbed by OHV riders and private landowners who are frequently tresspassed upon by OHV riders using public and private land. Many national forest managers have noticed an increase in the potential for violent confrontations between the two groups.

The Solution:

OHV management can be illustrated by a triangle, like the fire triangle, with the sides being opportunities, restrictions, and education and law enforcement. If one side is missing, OHV management is ineffective.(Makel 1988) The OHV management plan for the Ozark-St.Francis National Forests prescribes management guidelines covering the triangle items. The problem has been that the Forest has not implemented the management plan.

In order to implement the management plan on the Forest, and as a part of this research paper, the following facts from existing research

were found which determine trail management strategies and OHV users needs.

If trails are properly designed, riders will stay on them. Sacrifice areas (riding where they please in designated areas) are not desired by riders. In conversations with two northwest Arkansas OHV clubs, the consensus was that sacrifice areas could be crowded and dangerous and inflicted too much damage to the environment. Mixing OHV use with car and truck traffic is dangerous. Forest roads not used as a part of the trail system should be closed to OHV use. (Makel 1988)

Trail bike riders require considerable trail milage for a day's outing. Expert riders ride over 100 miles in a day. OHV groups in northwest Arkansas stated a preference for a marked trail system covering a large area. The riders did not want to have to back track. Loop trails and trails from one point to another are desired. The motorcycle Industry Council's 1985 OHV owner survey revealed that in the west, 71% of respondents listed forest or woods as the most popular area of use. (Wernex,)

In TVA's Land Between the Lakes, OHV's are confined to 2,350 acres of a 170,000 acre area on the theory that it is far superior to have OHV use on areas of stable soil that is already heavily used, rather than spread out and conflicting with other recreationists.

Uncontrolled cross-country or area-wide use of OHV's leads to unacceptable resource damage and is inappropriate on National Forest land. Where use is confined to designated roads and trails, a variety of quality experiences can be provided with minimal resource damage. A key ingredient to managing OHV use is providing a system of loop roads and trails that have varying levels of difficulty and riding times. These facilities must be in place and functioning prior to attempts to control undesirable use (National Activity Review, 1987).

To have law enforcement consistent and the rules well defined, concurrent use of a road by OHV's and highway vehicles should not be planned. Law enforcement should be done by riding vehicles similar to the users of the area (National Activity Review, 1987).

The local area OHV clubs are concerned about losing riding privilidges on public lands. They are ready to provide volunteers to patrol a trail system, provide information to other riders about Tread Lightly, and even confront those riders who are not staying on trails. An aggressive public affairs plan provides information locally using the Tread Lightly and Right Rider information.(Appendix II).

Education of OHV users leads to willing compliance and is a key factor in successful OHV management. (National Activity Review, 1987)

Makel recommends education of OHV users and two way communication between OHV users and land managers prior to visiting the forest by doing the following:

a. provide information through local OHV dealers.

b. use local stores frequented by OHV users.

c. use the Tread Lightly program.

d. provide travel and visitor maps.

e. extend office hours during high-use times.

f. use groups of OHV users and non-OHV users to address sensitive issues.

g. coordinate with MIC to put together a packet for magazines and dealers.

h. Provide information at trade shows and OHV conventions.

On-Forest education should consist of:

a. volunteer host patrols

b. entry stations and bullitin boards at staging area.

c. Forest Service personnel and volunteers in the field.

d. good signs.

e. task forces in the field during major policy changes.

Summary and Recommendations:

OHV groups and individual riders are willing to work as volunteers to help create a motorized trail. They want a trail system they can ride and not have surprise closures facing them when they are out riding. An inventory of existing trails being ridden by OHV's must be done. From this inventory, a system can be identified, marked on the ground, maps made, trail head and parking facilities built. A managed use is supremely better than total unplanned, uncontrolled use.

Appendix III shows Arkansas compared to other states in registration and licensing requirements. It is quickly apparent that Arkansas should pass state legislation to require registration for OHV's. This money could be used for motorized trails in the state. The Ozark and Ouachita National Forests recreation staff should corner the state politians to get this legislation enacted.
This legislation should include an annual user fee that is collected by the state and returned to the National Forests to pay for trail maintenence and related facilities.

The Forest OHV management plan is still timely and effective. If individual ranger districts and the Forest as a whole will use the above guidelines as the basis for planning an OHV road and trail system, then OHV management will eventually be achieved.

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United States Department of Agriculture | Forest Service | O-SF NFs

Reply To: 2350 7700 | Date: September 25, 1990

Subject: OHV Management Direction

To: All Districts and Staff

Enclosed is the management direction for continuing implementation of the (OHV) Off Highway Vehicle Management section of the Forest Land Management Plan. This Direction Statement has been written to balance District flexibility needed due to varying OHV use/conditions with a degree of consistency across the Forest.

We are continuing to implement the LMP as it is written. There are over 3500 inventoried miles of Forest Development Roads and hundreds of miles of currently existing OHV trails on the Ozark-St. Francis National Forest. All these roads (subject to state law) and trails are open to OHV use unless specifically closed by a Supervisors Order. Districts should continue inventorying these facilities to determine if they are adequately safe for the OHV using public and if resource damage is occurring. Appropriate actions should be determined and taken as deemed necessary to achieve these objectives.

Primary objectives of this direction include:

1. Provide for OHV Users - In 1989 Arkansas had the fifth highest per capita ownership of OHV's in the nation according to a survey by the American Motorcycle Institute. The Ozark-St. Francis National Forests will provide for OHV use for the enthusiast to enhance their recreation experience. This direction is intended to provide for consistency and sufficient standardized information, signing, environmental analysis, and enforcement while providing Rangers flexibility to respond to OHV opportunity demand, resource protection, management needs and user conflicts as necessary at the district level.

2. Public Involvement - Continue to involve the interested public at every opportunity. Use, as appropriate, programs such as "Tread Lightly" on subject of environmental ethics and conduct, area closures and riding safety. Create partnerships to the fullest extent possible to convey information and cooperation with OHV enthusiasts. Ensure the public understands where OHV use is encouraged and legal. Make a distinction between Forest Development Roads, where OHV use is under USFS authority, and State or County maintained roads (where the State Law prohibiting/restricting OHV use applies). Also, distinguish between open FDR's and closed or restricted FDR's. Mapping, signing, and other means of informing the interested public will emphasize "positive" communication.

3. Safety - Identify and analyze existing and potential safety problems resulting from OHV use on Forest Development Roads. Place a high priority on analyzing higher standard, higher traffic volume roads where significant safety problems can result from mixing OHV and passenger vehicles.

4. Environmental Protection - The general Forest area is closed to OHV use to protect the environment and minimize user conflict. Aggressively monitor environmental damage due to OHV use. Issue warnings and citation for environmental damage due to OHV use in the general forest area. If damage or use continues, consider area closures orders. Damage on closed roads will be enforced through Supervisor's Orders. Construction of new OHV facilities must follow the NEPA process. Use appropriate recreation management administration and law enforcement skills to inform and obtain public acceptance of existing closures such as wilderness, hiking trails, special interest areas and developed recreation sites.

5. Minimize User Conflicts - If visitors are adequately informed and involved where they are permitted to ride and reasons why other areas are closed, the majority will comply. Many of the existing conflicts can be reduced through improved communications and resulting positive relationship with the OHV enthusiasts and others. Adequate signing, maps and brochures indicating where riding is permitted or prohibited will resolve most conflicts. Cooperation with dealerships and OHV organizations will aid in the dispersal of printed material. An active Information and Education program seeking cooperation, partnerships and coordination with enthusiasts should be developed at the district level.

Background information and details are included with the enclosed management direction.

LYNN C. NEFF
Forest Supervisor

Enclosure

Management Direction

Off-Highway Vehicle (OHV) Management

Ozark-St. Francis National Forests

SEPTEMBER 25, 1990

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Ozark-St. Francis National Forests
OHV Management Direction

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Management Direction
OHV Management
Ozark-St. Francis National Forests

I. BACKGROUND

Because of the rapidly expanding recreational vehicle use of public lands and the resultant conflicts with other users, impacts on resources, and a wide variety of policies for management of ORV's a National ORV Policy was issued by the President.

Executive Order 11989 of May 25, 1977 directed that Federal Land Managing Agencies develop plans, policies, procedures, and regulations "that will ensure that the use of off road vehicles on public lands will be controlled and directed so as to protect the resources of those lands, to promote the safety of all users of those lands, and to minimize conflicts among the various uses of those lands."

II. EXISTING SITUATION

As directed by the Order, the Forest Service in the 1970's developed an off road vehicle management plan for the Ozark-St. Francis National Forests. This plan ammended by Forest Direction Statements and unit plans remained in effect until superseded by the Forest Land Management Plan (FLMP) which was completed in 1986.

During the public input process for the FLMP, two letters from the public were received asking that we address ORV damage to streams in more detail. The F.S. response was "Forest-Wide Management Requirements, Recreation, restricts ORV use to roads and travel ways (See definitions Exhibit #1) except those designated closed. Streambeds are closed to ORV use except for crossings on established travelways."

Eleven other letters were received generally viewing ORV use of the forest as negative. The response was "EIS is modified to recognize current ORV problems". Revised Forest-Wide Management Requirements allow ORV's only on open roads and travel ways (subject to applicable State Law), with all other National Forest areas closed to ORV's. Motorbike trail planned for the Boston Mountain District is an existing ORV trail needing minor relocation and betterment."

The 1986 final plan states "all areas of the Ozark-St. Francis National Forests are closed to off road vehicle use, except open roads (subject to

State law), to minimize disturbance, environmental damage and other user conflicts". (Off Road Vehicle Use P-4-4 FLMP.)

When dealing with roads and trails this document only applies to Forest development roads and trails. It does not apply to Forest roads under the jurisdiction of a public authority; otherwise known as public roads.

Regional Forester's RECORD OF DECISION for the FLMP indicates that we will be: "restricting off-road vehicle use to roads and travelways that are open to traffic."

The plan further states "Plan, design, construct and maintain trails... to provide hiking, horse-back riding and motorbike trails". (Trails P-4-4 FLMP)

"Horseback and hiking trails are closed to ORV's. Also developed recreation sites are closed except for entry and exit". (FLMP)

The management direction states in Plan-4-4 that "FSM 2355.01 - .03 and R8 supplement 25 to FSM 2351.4 will be followed to manage off-road vehicle use".

These manual references provide direction from the Washington and Regional Offices, provide spelling and definition of terms, and set policy for implementation of ORV Plans down to the Forest level.

III. GOAL

A. Program Goal

The goal of the OHV Program on the Ozark-St. Francis National Forests is to provide sufficient roads and trails for enjoyable experiences and to adequately inform enthusiasts through publications as well as signing where they may ride on the Forest. This program must provide for visitor safety, environmental protection and minimize conflicts between uses of the Forest.

B. Management Direction Goal

The purpose of this document is to provide flexibility to the individual ranger district to manage the recreation use as necessary to achieve the above goal yet standardize some program aspects to provide consistency across the Forest to enhance the riders recreation experience. Due to varying demand, use characteristics, Forest conditions and compatibility with other activities each district

will have maximum flexibility to manage their program.

This document is designed to standardize information dispersal, signing, NEPA analysis and enforcement to provide continuity between districts.

IV. MANAGEMENT OBJECTIVE

A. Provide for OHV use

All Forest Development roads and trails on the Ozark-St. Francis National Forests are open for all types of appropriate motor vehicle use unless restricted or closed by Forest Supervisor's order. General forest areas outside of roads and trails are closed to OHV use.

Executive Order 11989 permits OHV use for administrative purposes in the general Forest area. District Rangers will be authorized to grant permission for Forest Service or other agencies, or organizations, or businesses to utilize OHV'S in the general Forest area in the performance of official duties or emergencies.

Rangers are authorized to issue special permits to disabled or handicapped individuals to hunt, fish, or have access to the general Forest area by OHV's.

B. Involvement and Information

First ensure that the public understands where OHV use is encouraged an/or legal. Make a distinction between Forest Development Road and Trails, where OHV use is under United States Forest Service authority and state or county maintained roads (where state laws prohibiting/restricting OHV use applies). Also, distinguish between open and restricted FDR's.

1. Maps

Districts will have to develop maps illustrating open and restricted Forest Development Roads and Trails, and roads under county or state jurisdiction. Maps will need to show restrictions by types of vehicles and seasons of use if applicable. Maps will also show designated OHV trail systems. Map standards and procedures will be developed by engineering and will be made available to the public. Map texts will list OHV regulation, safety tips, "Tread Lightly", trail etiquette, and Low Impact camping information as a minimum.

Designated trail system should be coded to indicate trail difficulty levels. Maps should also indicate if developed recreation sites are designated as opened or closed if use is other than for ingress or egress. (LMP says that all developed sites are open for ingress and egress only.)

Wilderness areas, special interest areas, wild and scenic rivers, riparian areas, walk-in turkey areas, hiking and horse back trails where use is prohibited should be prominently displayed on the maps.

2. Signing

A. On-Site Signing

In order to provide consistency between districts and enhance visitor understanding as well as prevent confusion, signing will be consistent Forest wide.

Designated roads and trails that are closed to all vehicles or restricted to certain vehicles shall be appropriately signed. Such signs should be on flexible fiberglass posts with appropriate self-adhering decals affixed including road and trail numbers.

Where certain type vehicles are determined to be incompatible, they should be shown as prohibited by proper signing. See Exhibit #3 for the signing system prescribed.

Where trailhead parking areas exist, bulletin boards may be effective. Such information as maps, regulations, and safety messages should be displayed. Illustrations of the symbol signs that will be found on the trail should be explained. See exhibit #3

B. Off-Site Notification

It would be impossible and impractical to sign the general Forest area as "closed."

The public will have to be informed of the areas closures through newspaper and other media presentation as well as through bulletin boards through out the Forest, brochures, maps and personal contacts by Forest Personnel. Organized OHV volunteer groups, OHV dealerships and individuals should be contacted to help inform others of the rules, regulations and policies relating to OHV use on the Forest.

3. Volunteers - Partnerships

An essential part of any public information dispersal system is through the many clubs, organizations, individuals and partnerships who are interested in and willing to contribute their time, energy, and resources to their favorite part time. Dealers, manufactures and maintenance businesses can all distribute printed material and "word of mouth" information to the individuals who are not members of organized groups. Districts should make every effort to incorporate these interests into information sharing, planning, designing, or designating, constructing and maintaining these facilities.

4. Personal Contacts

Districts should give serious considerations to equipping designated "Tread Lightly" or trail coordinators to ride trails frequently making contact with OHV riders. This is an excellent tool to meet groups and individuals seeking their assistance and support for compliance with regulations, "tread lightly" and trail ethics programs. Properly equipped employees riding with enthusiasts can obtain higher degrees of cooperation than through tough restrictions.

C. Safety

OHV drivers must understand that when using their equipment on National Forests they assume an inherent risk. They must be experienced enough to keep their vehicle under control at all times and anticipate the unexpected. This message will be conveyed through maps, brochures, recreation opportunity guide (ROG), and personal contacts. Safety will be promoted through contacts with individuals, organized groups, and distributors.

Designated ORV roads and trails will be selected and managed for reasonably safe conditions. Users will be informed of the difficulty level (designated easy, more difficult, and most difficult) as well as any unusual hazard. At road crossings signing will be provided to adequately alert both drivers.

Safety analysis - close roads to OHV use when analysis indicates there is a significant safety problem. Consider traffic volume, vehicle types, travel speed, road standards, road surface (all paved Forest roads should be closed to non-street legal equipment) and condition, dust problems, sight distance etc. If ATV's and passenger type vehicles

are permitted on the same road, we must document the analysis process and logic for the decision to leave certain roads open and closing or restricting use on others.

To provide for adequate safety in trail design and construction use the following:

Safety - Use design criteria - Trails Management Handbook (FSH 2309.18), Road Preconstruction Handbook (FSH 7709.56), Wernex, Joe; A Guide to Off-Road Motorcycle Trail Design and Construction; American Motorcycle Association; 1984.

D. Environmental Protection:

1. NEPA Compliance

NEPA Compliance is essential in implementing all project level decisions.

2. Inventory

Coordinate with the road inventory project. Any road or trail that is not a public road or trail, but is on National Forest land and is being used, whether it is on the road inventory (TIS) or not, is a system road (FDR) or trail (FDT). All FDR's and FDT's will be mapped on primary series maps (2.64"/mile) and entered into TIS during this step. Existing trails must be entered into the TIS System before maintenance funds can be legally expended.

3. Planning (Designation)

During this phase, get help from user groups and cooperators, such as the AR Game & Fish Comm., AR Trail Council, Sierra Club, Ozark Highlands Trail Association, OHV Clubs, Equestrian Groups, and other interested persons or groups and the general public.

4. Designation Criteria

Criteria listed in FSM 2355.14 shall be used to determine the designation of candidate roads and trails as open, restricted, or closed. In addition, the following checklist and data sources should also be used for evaluating candidates:

A. Safety - Use design criteria - Trails Management Handbook (FSH 2309.18), Road Preconstruction Handbook (FSH 7709.56), Wernex, Joe; A Guide to Off-Road

Motorcycle Trail Design and Construction; American Motorcycle Association; 1984.

B. FLMP Management Areas - OHV use should be compatible with the Recreation Opportunity Spectrum (ROS), Wilderness, Special Interest Area, Research Natural Area, Wild and Scenic River Study Area and cultural resources and other resource management objectives established for the area.

C. Jurisdiction - Plans will be prepared only on those roads and trails for which the Forest Service has jurisdiction; i.e., Forest Development Roads and Trails. For road and trails crossing private lands, the Forest Service must have a permanent, unrestricted right-of-way.

D. Threatened and Endangered Species - See FLMP and current list of known species and locations. Determine if OHV use will significantly impact the species. Avoid critical habitat areas.

E. Cultural Resources - Check District and Supervisor's Office maps to determine if a cultural resource inventory has been conducted. If so, check for any mitigating measures. If not, conduct an inventory and complete compliance process prior to evaluation of candidate.

F. New Regeneration Areas - Apply management techniques to minimize riding in new regeneration areas.

G. Visual Quality Objectives (VQOs) and Aesthetics - See adopted VQO map. Avoid concentrated trail systems in retention and partial retention zones.

H. Land Status - Avoid designating OHV routes near private lands to reduce possible conflicts.

I. Special Uses - Determine existing or planned uses that might conflict with OHV use. (OHT, Turkey Walk-In areas, etc.)

J. Air and Noise - Determine if ORVs will cause significant conflict with other uses. Ex.- Campgrounds; adjacent private landowners or activities See management direction in the FLMP.

K. Sensitive Soils - Use soil interpretation reports or special surveys to identify soil problems. Eliminate candidate or plan mitigating measures where soil movement cannot be kept within standards. In addition, see standards and guides in FLMP.

L. Stream Crossings - Determine impact on fisheries and water quality. Provide for stable crossings. Bridge only when necessary. See management requirements in FLMP for riparian areas.

M. Management Indicator Species - See district maps. Determine if OHV use will significantly impact species. Impacts may be mitigated through seasonal use if appropriate. Manage OHV use to achieve guidelines for open road densities. Be aware of standards for open road and trail densities in developing OHV routes.

See B. Closure/Restrictions Item 2 page 9 for muffler and spark arrester standards.

5. Plan Updates/Revisions

Changes in the status of OHV Plan designation of road and trails/areas will be necessary from time to time as policies, on-the-ground conditions, public needs, resource needs, and other factors change. The environmental assessment prepared for the compartment prescription process can include decisions on this type. Supervisor's Orders will be prepared upon decision notice issuance. A revised base map will be prepared during each FLMP process or sooner if tied into an administrative map update.

E. Minimize User Conflicts

See sections on informing the public. NEPA Compliance, mapping and designation criteria and monitoring for action items to be considered to minimize user conflict. Supervisor's Orders may be issued in other situations as necessary.

V. ENFORCEMENT

A. General

Management of OHV use requires an effective program emphasizing descimination of information to the public, public notification and involvement of decisions, signing, and appropriate enforcement action. The goal is to prevent violations and achieve voluntary compliance whenever possible. The national campaign "Tread Lightly" will focus on proper driving habits and obeying the regulations.

Enforcement shall be carried out in a professional manner and shall provide for resource protection and for the safety and consideration of the public and the user in accordance with FSM 5300.

B. Closure/Restriction

Appropriate Forest Supervisor's orders will be prepared by the District Rangers for approval of the Forest Supervisor. Orders will then be made available to the public at District Ranger and Forest Supervisor offices.

Forest Supervisors orders are required to implement the travel management direction of the LMP. Issue Supervisor's orders that contain prohibitions that achieve the following:

1. All vehicles traveling Forest Development Roads and Trails shall meet the state standards for brakes, lighting, muffler and spark arrester. 36 CFR 261.13 (b), (d), (i), AR ACT 804, 1987

2. All vehicles traveling designated roads and trails will not exceed the maximum noise limit allowed. This maximum is not to exceed 99 DBA which is the SAE and MIC/E-79 Stationary Test taken at 20 inches from the exhaust at a 45 degree angle. This test is equivalent to 86 DBA at 50 feet. Use Off-Highway Motorcycle and All-Terrain Vehicle Stationary Sound Test Manual. Motorcycle Industry Council, Arlington, Virginia 22202-1983. 36 CFR 261.13 (d) and Arkansas ACT 804, 1987

3. To implement closure of National Forest Lands to motorized travel, an order must be issued, and must describe the area to which the order applies. Consideration must be given to emergency, permittee, and administrative use. 36 CFR 261.50(a)

4. To allow for unlicensed vehicles on Forest Development Roads, an order must be issued which prohibits operating a motor vehicle without a valid state license, except for four-wheel drive vehicles, all terrain vehicles, motorcycles, or similar high clearance vehicles. The order must describe the road or trail (road and trail number) to which the order applies. 36 CFR 261.50(b)

VI. MONITORING

Districts will have to develop a monitoring process.

The FLMP indicates that monitoring of OHV use will be done to "provide vehicle management direction, resource protection, public safty and prevent user conflicts." (page 5-4)

A. Resource Monitoring

Monitoring is both a required and essential phase of a well-managed OHV program. FLMP's require annual program monitoring for two primary purposes:

1. To determine if management area objectives for OHV use are being met.

2. To determine if unacceptable adverse effects are occurring.

A reasonably simple resource monitoring system is recommended in Exhibit #5 to evaluate current and potential impacts arising from OHV operations.

B. Social Monitoring

Monitor social aspects of the OHV program on the forest through intense interaction and involvement with OHV users, partners, and the general public to provide enjoyable experiences for the rider balanced with expectations of other forest visitors, activities and forest resources. (see FLMP page 4-1)

The intensity of monitoring depends upon the intensity of OHV use and the sensitivity of the area. Some areas now receive such intensive use that monitoring may be needed more than once per year. On other areas an annual review may be sufficient.

VII. OHV IMPLEMENTATION SCHEDULE

The following suggested action item may be used at the districts discretion.It is expected that situations and circumstances on each district will dictate the sequence of events necessary to implement the OHV management direction. The NEPA process must be followed and public involvement maximized in each phase of implementation.

Action Item

1. Inventory initial road and trail
2. Provide OHV maps
3. Sign all necessary roads and trails
4. Inform and educate users about OHV policy and regulations through the proposed "Tread Lightly" campaign
5. Planning (Designation of closures/restrictions
6. Issue necessary supervisor's orders
7. Review and revise OHV as necessary

Completion dates will be established at the discretion of each district ranger. Districts should continue to move forward in implementing this direction.

EXHIBIT #1

DEFINITIONS

All-Terrain Vehicle (ATV)

Any motorized, off-highway vehicle 50 inches or less in width, having a dry weight of 600 pounds or less that travels on three or more low-pressure tires with a seat designed to be straddled by the operator. Low-pressure tires are six inches or more in width and designed for use on wheel rim diameters of 12 inches or less, utilizing an operating pressure of 10 pounds per square inch (psi) or less as recommended by the vehicle manufacturer. Intended for off-road use only. (FSM 2309.18, page 06)

Designated Use

Designated Forest Development Roads and Trails that allow, restrict, or prohibit specific types of OHV use as follows:

Open

Those on which all types of motorized vehicles may be operated without restrictions.

Restricted

Those on which motorized vehicle use is restricted by times or season of use, types of vehicles, vehicle equipment, or types of activity specified in orders issued under the authority of 36 CFR 261.

Closed

Those on which all motorized vehicle use is prohibited, except by permit, under authority of 36 CFR 261 or by law.

Forest Roads

Those roads wholly on or partially within, or adjacent to and serving the National Forests and is necessary for the protection, administration, and use of the National Forest System and the use and development of its resources. (FSM 7705, ITEM 2)

FOREST DEVELOPMENT ROADS (FDR)

A Forest road under the jurisdiction of the Forest Service. (FSM 7705, ITEM3)

Forest Development Trails (FDT)

As defined in 36 CFR 212.1 and 261.2 (FSM 1023.4), those trails wholly or partially within, or adjacent to and serving the National Forests and other areas administered by the Forest Service that have been included in the Forest Development Transportation Plan. (FSH 2309.18 page 05; and FSM 2353.05, item 2)

Four-Wheel Drive Way

A forest development road included in the forest development transportation plan and commonly used by four-wheel drive, high-clearance vehicles with a width greater than 40 inches.
(FSH 2309.18, page 05; and FSM 2353.05, item 3)

High Clearance Vehicle

Pickup trucks, jeeps, land rovers, or similar vehicles which are designed to negotiate rough and irregular surfaces not maintained for standard four-wheel passenger cars.

Motorcycle

A two-wheeled motor vehicle (trailbike) having a saddle for the use of the rider and manufactured primarily for off-road use.

Motorcycle Trail

A Forest Development Trail designed and/or designated for motorcycle (trailbike) use.

Off-Highway Vehicle (OHV)

Synonymous with Off-Road Vehicles. Use areas of the Forest where a series of roads or trails have been designated for OHV use. OHV use will be limited to designated open roads or trails. Off roads or off trails travel by OHV's is prohibited.

Off-Road Vehicle (ORV)

A motorized vehicle intended only for use off paved roads. Vehicle does not generally meet federal equipment emissions standards, but does have to comply with noise standards. Term often used to include motorcycles, three- and four-wheeled all-terrain vehicles, four-wheel drives and dune buggies. (1/ Wernex)

Public Roads

Any road under the jurisdiction of and maintained by a public authority that is "open to public travel" (FSM 7705, ITEM 6) Forest Development roads that are 100% FS owned and maintained are not "public roads."

Road

A general term denoting a facility for purposes of travel by vehicles greater than 50 inches in width. Includes only the area occupied by the road surface and cut and fill slopes. (FSM 2355.02, item 8)

Trail

A general term denoting a way for purposes of travel by foot, stock, or trail vehicles with a wheel base width of 50 inches wide or less. (FSM 2352.05, item 7)

Trail Vehicle

Vehicles designed for trail use that are 50 inches wide or less, such as bicycles, snowmobiles, trail bikes, trail scooters and all terrain vehicles. (FSM 2353.05, item 8)

A vehicle which is 50 inches or less in width and is designed for trail use (FSM 2353.05 and FSH 7709.16, page 05-21)

Vehicle

Any device in, upon, or by which any person or property is or may be transported, including any frame, chassis, or body of any motor vehicle, except devices used exclusively upon stationary rails or tracks.

Travel Way

The land and resource management plan used this term which is not officially defined in the Forest Service Manual. The intent of the plan was to describe a clearly defined opening through the vegetation in the Forest overwhich ATV's could be ridden. Elsewhere in this document the term "trail" will be used rather than "travel way". See definition of trail.

EXHIBIT # 2
Inventory and Designation Map
LEGEND

All purpose ORV Rd. -- Easy
All Purpose ORV Rd. -- More Difficult
Motorcycle Trail -- More Difficult
Distance in Miles 2.6

All Purpose - Closed to Passenger vehicles - open to all ORVs.

Motorcycle Trail - Open to Motorcycles under 40 inches only.

EXHIBIT #2

INVENTORY AND DESIGNATION MAP

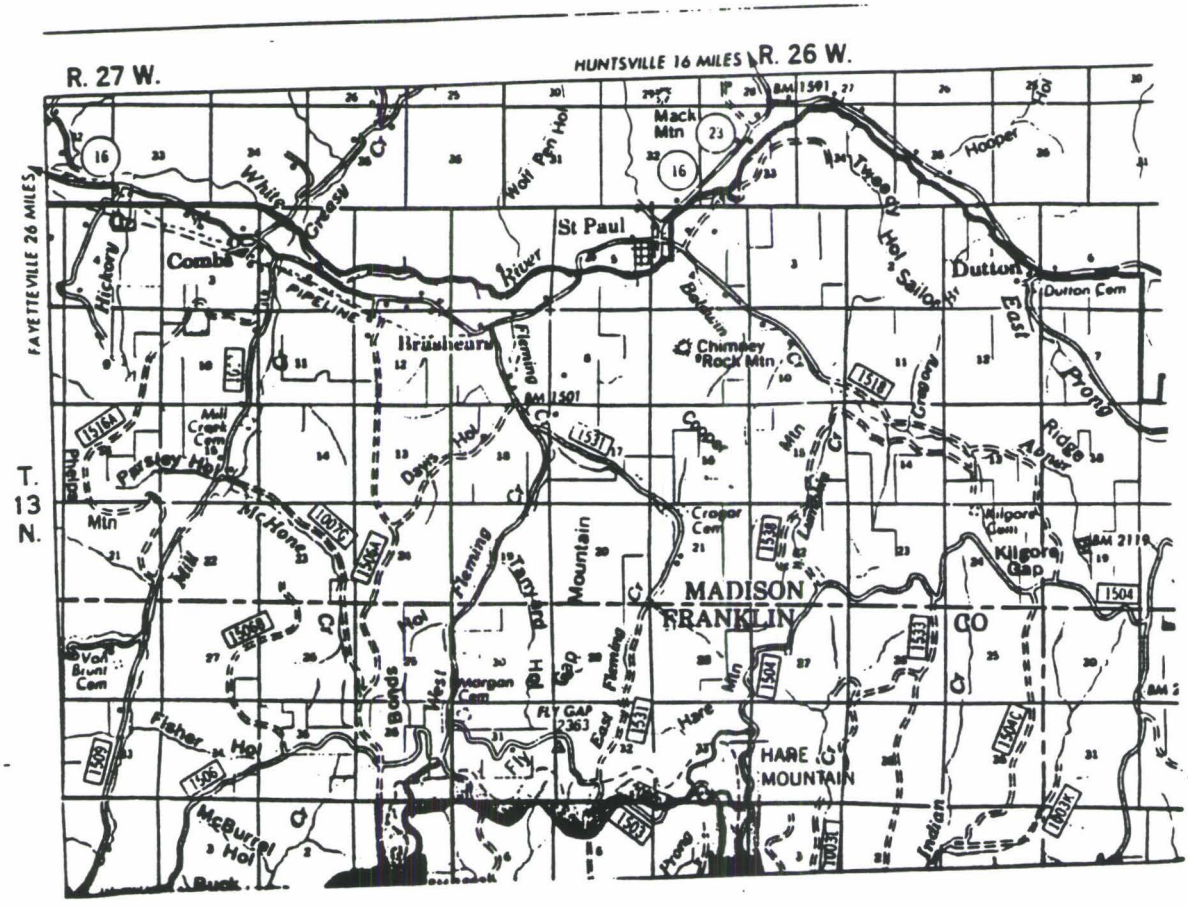


EXHIBIT #3

SIGNING

Above is an example of a symbol sign used to designate a road or trail as closed to certain OHV's as indicated by the symbols.

EXHIBIT #4

FOREST SUPERVISOR'S CLOSURE ORDER (EXAMPLE)

Order No. _____

CLOSURE ORDER

USE OF VEHICLES ON FOREST DEVELOPMENT ROADS

OZARK-ST. FRANCIS NATIONAL FORESTS

PLEASANT HILL RANGER DISTRICT

Pursuant to 36 CFR, Sec. 261.50(b) the following acts are prohibited on the roads described in this order within the Ozark-St. Francis National Forests until further notice:

(1) Using any motorized vehicle on the forest development roads or segments listed. 36 CFR 261.54(a).

Pursuant to 36 CFR Sec. 261.50(e) the following persons are exempt from this order:

(1) Persons with a permit specifically authorizing the prohibited act or omission.

This order applies to:

Road Number	Name	Closure Length	Description of Closed Road Section
4404	Parbo	1.15	From Jct of 4401 to Dead end (12N25W36)
4403	Butts Hollow	0.2	From Jct of 4405 to Dead end (12N25W33)
4402	Meiser Brown	~~0.~~ 0.5	From Phipps in SW1/4 to SEEOO well in Section 2 (11N25W2)

Done at Russellville, Arkansas this 14th day of May, 1987.

LYNN [illegible]
Forest Supervisor

Violation of these prohibitions is punishable by a fine of not more than $500 or imprisonment for not more than six months or both.

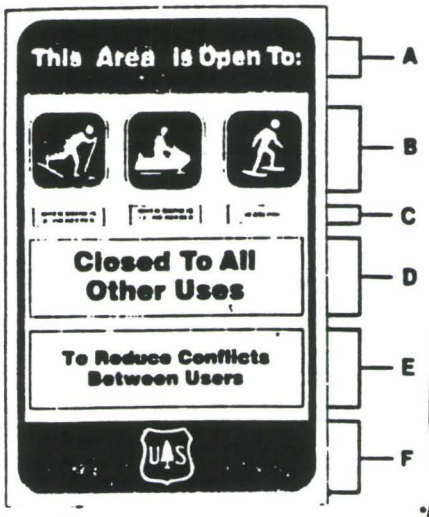
Title 16 USC, Section 551.

NATIONAL TRAVEL MANAGEMENT SIGNING

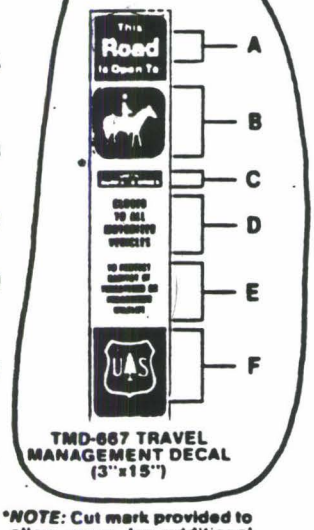
CARSONITE now offers a complete Travel Management Signing Program. Originally created by the U.S. Forest Service, these nationally-recognized programs are now available for all Federal and State land agencies.

These signs and decals provide concise travel information in a positive tone by first explaining the types of travel permitted and the dates permitted, followed by any travel restrictions and reasons for them.

These modular signs and decals with interchangeable message inserts permit easy customization to meet the specific needs of each governing agency while maintaining national uniformity and standardization.

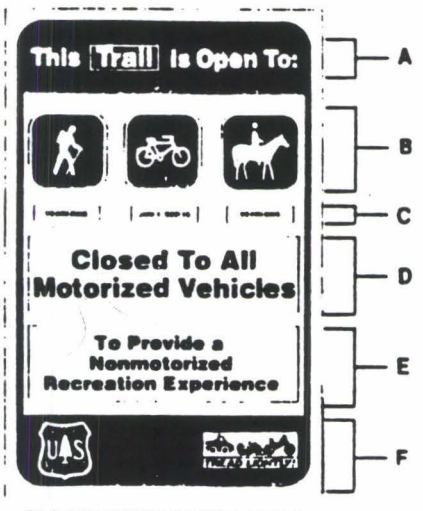


TMS-666 TRAVEL MANAGEMENT SIGN (12"x18")



TMD-667 TRAVEL MANAGEMENT DECAL (3"x15")

*NOTE: Cut mark provided to allow room for additional messages or symbols.



TLS-658 TREAD LIGHTLY SIGN (12"x18")

TLD-659 TREAD LIGHTLY DECAL (3"x4½")

All travel management si and decals are non-reflec

INSERT A (Supplied in 4⅞"x 8¼" cut mark sheets with individual 2½"x¾" decals. Fits both sign or decal.)

Area Area Area
Area Area Area
Area Area Area
Area Area Area

SI/TM 139 Road
SI/TM 140 Trail
SI/TM 141 Area

INSERT B: *"OPEN TO" INSERTS* (10¼"x2¾" Message for sign only; 2¼"x2½" Message for decal only; 3"x3" Symbol for both sign and decal use.)

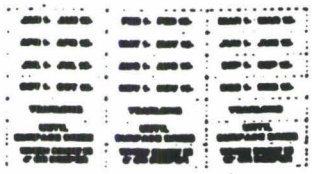
Message Inserts (Custom messages available)

SI/TM-142 Foot and Horse Travel
SI/TM-143 Vehicles Less Than 40" Wide
SI/TM-144 Foot Travel
SI/TM-146 Snow Machines
SI/TM-147 4-Wheels, ATVs and Cycles
SI/TM-A147 All Motorized Vehicles

Symbol Inserts (See Recreation Symbols section—GSA Catalogue)

RS-003 Automobiles
RS-004 Trucks
RS-046 Cross-Country Skiing
RS-052 Snowmobiling
RS-064 Horse Travel
RS-065 Motorcycles
RS-066 Bicycles
RS-067 Recreational Vehicles
RS-068 Hiking
RS-078 Snowshoeing
RS-108 ATVs

INSERT C (Supplied in 9"x4⅝" cut mark sheets with individual 3"x⅜" decals shown. Fits both sign or decal.)
ORDER—SI/TM-148
(Custom dates available)



INSERT D: *"CLOSED TO" INSERTS* (10¼"x2¾" Message f sign only; 2¼"x2½" Message for decal only.)

Message Inserts (Custom Messages Available)

SI/TM-149 Closed To All Motorized Vehicles
SI/TM-150 Closed To All Other Motorized Vehicles
SI/TM-151 Closed to All Other Uses

INSERT E (10¼"x2¾" Message for sign only; 2¼"x2 Message for decal only.)

Explanation/Reason Inserts (Custom Messages Available)

SI/TM-152 To Provide For Firewood Removal
SI/TM-153 To Protect Wildlife Habitat Area
SI/TM-154 To Protect Habitat of Threatened or Endangered Wildlife
SI/TM-155 To Prevent Disturbance To Elk Calving Area
SI/TM-156 To Prevent Disturbance To Nesting Turkeys
SI/TM-157 To Protect Eagle Habitat Area
SI/TM-158 To Prevent Damage To Road Or Trail Surfaces
SI/TM-159 To Prevent Wheel Ruts and Soil Erosion
SI/TM-160 To Protect The Wilderness Environment
SI/TM-161 To Prevent Damage To Vegetation
SI/TM-162 To Protect A Natural Meadow
SI/TM-163 To Return Road Or Trail To Its Original Condition
SI/TM-164 To Reduce Road Maintenance Costs
SI/TM-165 To Protect Research Area
SI/TM-166 To Reduce Conflicts Between Users
SI/TM-167 To Provide A Non-Motorized Recreation Experience
SI/TM-168 Road Not Maintained For Low Clearance Vehicles
SI/TM-169 To Provide Public Access
SI/TM-123 Due To Unsafe Conditions

INSERT F: *AGENCY IDENTIFICATION LOGOS* (3"x3" for b sign and decal—See GSA Catalogue. Custom logos available.)

RS-104 Forest Service Shield
RS-201 Bureau of Land Mgmt.
RS-202 National Park Service
RS-203 Corps. of Engineers
RS-204 Dept. of Interior
RS-205 U.S. Fish and Wildlife
RS-206 N.O.A.A.
RS-207 Bureau of Indian Affairs

CARSONITE
DIVISION OF AMETEK, INC.
2900 Lockheed Way
Carson City, Nevada 89701

702-883-5104 OR
TOLL FREE 800-648-7974

EXHIBIT #5

MONITORING SYSTEM

Resources to be Monitored

Designated OHV Route			
Within 1/ ROAD OR TRAIL	Outside 2/ ROAD OR TRAIL	Entire 3/ Unit	DE
----	----	Visual	
Soil	Soil	----	
----	Vegetation	----	
----	----	Water	
----	----	Fish & W/L	
----	----	Conflicts w/other Uses	
Cultural	Cultural	----	

1/ The actual traveled surface of the designated route.

2/ The strip of immediate influence, on either side of a designated route, normally for parking, passing, and campsite access. Also includes terrain that receives vehicle use in violation of the route designations.

3/ The entire area which includes the total of #1 and #2 plus land unused by vehicles.

The District Rangers may specify additional resources to be monitored in unusual or unique circumstances.

CRITERIA FOR RESOURCE MONITORING[1/]

Within Established or Designated Travel Way

Benchmark Condition	Unacceptable Change[2/]
Soil - Loss occurs due to water erosion, wheel or track displacement, and maintenance activities. Compaction and changes in soil structure expected.	Loss occurs at a rate exceeding the capability of normal maintenance efforts, including periodic heavy maintenance, surface replacement, and reconstruction, to retain the travel way in a usable condition.
Cultural - Significant cultural values are not being lost to direct OHV impacts.[3/]	Significant cultural values are lost due to direct OHV impact.

1/ The specific quantification and qualification of resource criteria shall be developed as needed by forests. For example, the amount of soil loss and definition of normal maintenance under unacceptable change may need definition.

2/ Unacceptable change is that beyond the threshold of considerable adverse effects as per Executive Order 11644-11989. It includes presently occurring effects as well as reasonably anticipated effects.

3/ Includes all cultural properties (i.e., historical, archaeological).

Outside Established or Designated Travel Way

Benchmark Condition	Unacceptable Change
Soil - Loss results primarily from natural forces, occasionally and locally accelerated by OHV's operating off designated or established travel ways. Some deposition occurs from erosion of designated or established travel ways.	Accelerated loss results from dusting, water erosion, and wheel and track displacement due to more than occasional OHV travel outside designated or established travel ways and the number and extent of "established" routes is increasing; active erosion is spreading from the established or designated routes; soil eroded from the designated or established routes is being extensively deposited or transported; or the basic site productivity is declining.
Vegetation - Plant composition, diversity, density, and vigor are not affected by OHV use other than in localized areas where vehicles have left the established or designated travel ways.	Plant composition, diversity, density and vigor are declining due to OHV use in more than localized areas where vehicles have left the established or designated travel ways.
Cultural - Sites or objects are not damaged or adversely affected by OHV activity.	Sites or objects are damaged or adversely affected by OHV activity.

Entire Unit

Benchmark Condition	Unacceptable Change
Water - Siltation, turbidity, or pollution of streams due to OHV use does not exceed natural background levels or FLMP standards.	Siltation, turbidity, or pollution of streams due to OHV use exceeds natural background levels or FLMP standards.
Wildlife - Species mix or populations of resident or	Species mix or populations of resident or

transient species are stable, or changes are not attributable to OHV impact on habitat.	transient species are declining due to OHV impact on habitat.
Other Uses - Conflict between OHV use and other uses occasionally occurs locally, but conflicts do not result in changes or shifts in the kinds or patterns of uses.	Conflict between OHV and other uses result in changes or shifts in the kinds or patterns of use in extensive portions of the unit.

Normally, monitoring will be performed on a visual basis. When unusually sensitive locations or situations are involved, it may be necessary or desirable to use more sophisticated methods for monitoring including instrumentation, soil and vegetation transects, water sampling, camera points, and so on. The contribution that National Forest visitors can make to the monitoring process, particularly in identifying problem or sensitive areas, should be considered.

When monitoring indicates that one or more resources are receiving, or are likely to receive, unacceptable adverse impacts from OHV use, an environmental assessment may be completed to determine the nature of the action to be taken within the affected areas. The action may consist of corrective or mitigative measures such as soil stabilization, seeding, route relocation, structure installation, etc.; or closure or restriction may be desirable. The environmental assessment should consider the range of feasible alternative. The decision to adopt a particular alternative should consider the relative value of the recreation opportunities that would be foregone by closure or restriction, and the cost of correction or mitigation to reduce OHV effects to an acceptable level. Major changes or mitigative measures should be documented throught the NEPA process.

Forest monitoring plans shall include the following elements:

1. A summary of the present Forest plans for OHV's and the OHV use situation in the Forest.

2. Monitoring Plan Objectives.

3. A monitoring schedule with a brief description of the sample rationale. Include cost estimates.

4. A description of planned public involvement efforts and annual coordination with other agencies, public and private organizations, local OHV dealers and users.

5. A reporting format and time for submission of District responses to Forest Supervisors.

Documentation of monitoring shall include the following elements:

1. The areas actually monitored with a brief explanation of any changes from the planned schedule that were necessary.

2. The results of monitoring, including cost.

3. The areas where monitoring, indicates considerable adverse effects are occurring or are likely to occur, and for which an environmental assessment should be prepared to determine the appropriate course of action.

4. A description of localities in which immediate and specific emergency action is needed prior to completion of an environmental assessment.

5. A schedule for completing items 3 and 4, if applicable, an assignment or responsibility, and estimated costs.

Public Affairs plan for OHV Policy

1. News Releases: as suggested by rangers at planning meeting

Release 1: Discuss problems	release date: week 1	Forest wide
Release 2: Partnerships that work	release date: week 2	Forest wide
Release 3: Suggested trails/roads	release date: week 3	Forest wide

Release stating actural order as it is signed.
Follow-up releases as needed or asked for by ranger districts

2. PSAs: statewide run, all year

Radio: Three public service announcements about ORV/ATV ethics.
Use southern voices and tell a story - i.e. tearing up the ground and saw a deer watching. I realized I was tearing up their food for the winter, etc.

TV: Ask Arkansas Tech University to make PSAs as class project.

- PSA will give a message and show the damage that can be done. Include Forest Service telephone number for reference.

3. Clip Art

Give"Leave your tread on the trail" logo newspapers, college newspapers, magazines, other publications to help thepublic recognize the symbol and its meaning.

4. Tear Sheet

2500 copies. Emphasize: Suggest open road systems for OHV riders. These will be at all district offices, S.O. and OHV stores in area of Ozark-St. Francis National Forests.

5. Articles to Magazines and Newsletters

Above releases will be packaged and sent with a cover letter to Arkansas outdoor/ hunting and sportsman's magazines, and to established newsletters of the same nature.

6. Work with Media Contacts to Generate Stories

Done by each ranger district as needed

7. Media Tours of new OHV Trails as they are designated

Done by each ranger district as needed

8. Attend public talks

Done by each ranger district as opportunity becomes available. Service club luncheons, ATV safety courses, radio interviews, etc.

MOTORCYCLE INDUSTRY COUNCIL, INC.

GOVERNMENT RELATIONS OFFICE
1235 Jefferson Davis Highway, Suite 600
Arlington, Virginia 22202-3261
(703) 521-0444
EXECUTIVE OFFICE
2 Jenner Street, Suite 150
Irvine, California 92718-3812
(714) 727-4211

STATE OFF-HIGHWAY MOTORCYCLE REQUIREMENTS

MAY 1992

This information is provided by the Motorcycle Industry Council Government Relations Office. As State Legislatures continue to enact and/or amend off-highway vehicle programs and requirements, new charts with updated information will be issued. Contact the Motorcycle Industry Council offices listed for further information concerning off-highway vehicle legislation or for additional copies of this chart. The requirements specified herein do not necessarily apply to ATVs. For information on ATV requirements, contact the SVIA at 2 Jenner Street, Suite 150, Irvine, California 92718, (714) 727-3727.

State	Off-Highway Registration	Vehicle Title	Operator License	Minimum Age to Operate	Off-Highway Equipment Requirements: Lighting	Brakes	Muffler	Spark Arrester	Other	Rider Education	State OHM Funding	OHV Advisory Council	Total Motorcycles Used Off-Highway at Some Time in 1991
Alabama													92,700
Alaska				14BH									32,800
Arizona		•					•-f			X	•-m	Yes	**60,300**
Arkansas												Yes	98,700
California	•-Ad	•			•-K	•	•-Mf	•-N		X	•-T	Yes	435,400
Colorado	•-ne				•-Kj	•-f	•-Mf	•-f	•-pj		•-S		**53,400**
Connecticut	•-Ed				•	•	•						30,600
Delaware	•-Dd			12B	•-K	•	•-Mf	•	•-O	X	•-S		7,800
Dist. of Col.		•											**300**
Florida	•-EeH												136,000
Georgia						•	•						119,800
Hawaii													**N/A**
Idaho	•-e	•-k					•-M			X	•-T	Yes	44,500
Illinois													91,000
Indiana	•-jDe	•-l		14B		•-L	•				•-S		**77,600**
Iowa													42,100
Kansas													30,300
Kentucky							•						**62,300**
Louisiana	•-d	•											82,100
Maine	•-Fe				•-Kf		•-Mf	•	•-W	•-C	•-S		28,200
Maryland	•-eH		•-BH	12H	•-KH	•-H	•-MH				•-S		**44,300**
Massachusetts	•-Ee			12, 14B, 10g	•	•	•-M	•	•-O				48,900
Michigan	•-Fe	•		16B & a	•-K	•-L	•-Mf	•	•-P	•-o	•-S	Yes	159,900
Minnesota		•-I											**80,600**
Mississippi		•-I											59,800
Missouri		•											83,900
Montana	•-d	•-j									•-S		**29,900**
Nebraska													29,800
Nevada		•-I						•					25,400
New Hampshire	•-De		•-CB or a	18B, b or J	•-K	•-L	•-M	•	•-Y	•-GB or b	•-U	Yes	**25,600**
New Jersey													64,300
New Mexico	•-Ed	•											26,800
New York	•-Fd			16B, 10h	•-Kf	•	•-Mf	•-N	•-O	•-c	•-S		**144,000**
No. Carolina													105,000
No. Dakota							•-MH						14,100
Ohio	•-Ed		•-j	16B, 12i	•	•	•				•-S		**128,000**
Oklahoma					•-KH		•-H	•-H	•-OH			Yes	56,200
Oregon	•-Ed	•			•-K	•	•-M	•-H			•-T	Yes	70,400
Pennsylvania							•-H	•-NH					**160,100**
Rhode Island	•-Ee	•		12, 16BH	•-K	•	•-Mf		•-Q				6,900
So. Carolina		•-I											42,600
So. Dakota		•					•						**15,400**
Tennessee		•					•-H	•-H	•-PH				106,100
Texas		•					•-H	•-NH	•-OH				209,200
Utah	•-jEd	•-Z	•-a	8j, 16a	•-K	•	•		•-R	•-b	•-T	Yes	**56,200**
Vermont	•-jEd			12B	•-f	•-f	•-Mf						12,100
Virginia													75,200
Washington	•-Dd				•-K	•	•-M	•		X	•-T	Yes	**85,200**
W. Virginia													58,800
Wisconsin											•-V	Yes	75,700
Wyoming													**16,700**
U.S. TOTAL													3,643,000

• Requirement in Law

A. Except street-registered OHMs. Identification sticker required to transport competition OHM.
B. Unless supervised.
C. Under age 18.
D. Except street-registered OHMs or OHMs in races.
E. Except street-registered OHMs.
F. Except OHMs in races.
G. For ages 12-17.
H. Applies only on certain state lands.
I. Only if lien exists.
J. Unless at least age 12 & have safety certificate.
K. Night operation only.
L. Specific performance requirements.
M. Decibel sound limit specified.
N. Approved by U.S. Forest Service.
O. Approved helmet.
P. Helmet and eye protection.
Q. 16 sq. in. reflective material each side of OHM and approved helmet.
R. Approved helmet in competitive events or if under 18
S. Registration and other fees.
T. Fees and gasoline tax allocation.
U. Registration and other fees. Gas tax refund for off-highway use.
V. Special appropriations.
W. Approved helmet if under 18.
X. Safety education & info program available.
Y. Helmet and eye protection if under 18.
Z. For 1988 model year or newer.
a. Unless in possession of safety certificate.
b. Unless operator's license possessed.
c. Ages 10-15 unless supervised.
d. By Motor Vehicle Registration Agency.
e. By Recreation Management Agency.
f. Except in authorized competitive events.
g. In authorized events.
h. With safety certificate.
i. On DNR lands if accompanied by parent.
j. On public lands.
k. Beginning 1/1/91, for transfer of ownership.
m. Legislative appropriation & OHV gas tax allocation.
n. Except OHMs used only for agriculture or in authorized events.
o. Under age 16.
p. Eye protection

OHM SOUND LEVEL LIMITS	TEST PROCEDURES
CA Manufactured before 1973 92 dBA; 73-74 88 dBA, 75-85 86 dBA, after 85 82 dBA; or 101 dBA.	a,d
CO Manufactured 1971-72 86 dBA; 73 and after 84 dBA; different local limits also permitted.	a
DE Manufactured 1978 and after 88 dBA or EPA limit.	b
ID 92 dBA.	c
MD Manufactured after 6/76 86 dBA; 79 and after 84 dBA.	a
MA 103 dBA.	d
ME Must meet Federal EPA Standards.	
MI Model year 1983 and after — EPA limit; additional limits specified in law.	
NH Manufactured 1973-74 88 dBA, 75-82 86 dBA, after 82 EPA limit	a
NY Must meet Federal EPA Standards	
ND 85 dBA.	a
OR In use: MY before 1976 — 102 dBA, after 1975 — 99 dBA. Certification: 170cc & under: MY after '85 — 80 dBA; over 170cc: MY after '85 — 82 dBA. Racing — 105 dBA.	d,a,d
RI Manufactured after 5/72 82 dBA; after 5/74 73 dBA.	a
VT 82 dBA.	e
WA 86 dBA or 105 dBA.	a,d

TEST PROCEDURE

a Acceleration test 50 feet incorporating SAE J331a or similar test method
b Passby test 50 feet
c Passby test 20 feet
d Stationary test 20 inches
e Measured at 50 feet. Test procedure not prescribed.

Although the chart represents information from the most authoritative sources available as of the date shown above, the Motorcycle Industry Council is not responsible for accuracy or completeness.

Many of the provisions summarized herein have exceptions and may require further explanation. It is necessary to refer to the actual laws and regulations for specific details.

STATE ALL-TERRAIN VEHICLE REQUIREMENTS

SEPTEMBER 1992

SVIA
Specialty Vehicle Institute of America

	REGISTRATION	TITLE	M/V OPERATOR'S LICENSE	MINIMUM AGE	SAFETY EDUCATION CERTIFICATE	EQUIPMENT REQUIREMENTS: LIGHTING	BRAKES	MUFFLER	SPARK ARRESTER	OTHER	ON-ROAD USE	CLASSIFIED AS:
Alabama												
Alaska				14DS								OHV
Arizona		•						•*C				OHV
Arkansas	•A	•		12D		•G		•	•C		X, Z	ATV
California	•A	•		14EM, 18En or a	•Ein	•G	•	•IC	•	•KE	Z	OHMV/ATV
Colorado	•BCE					•EG	•CHE	•ICE	•CE	•pE	X, Z	OHV/ATV
Connecticut	•A		•F	12E, 16Ea & n	•vE	•	•	•			Z	ATV
Delaware	•AC			12D		•G	•	•IC	•	•K*	J	OHV
Dist. of Col.												
Florida	•BE									•hd		ORV/ATV
Georgia							•	•			g*	ORV/ATV
Hawaii												
Idaho	•B	•						•I			X	ATV
Illinois											Z	ATV
Indiana	•BCE		•F	14D		•	•H	•			Z	ORV
Iowa	•BE			12E, 18a	•iE	•G	•	•I			Z, (ge)	ATV
Kansas											gV	ATV
Kentucky				12R, 16u & D				•		•Ks	J	ATV
Louisiana	•A	•										ORV
Maine	•AC			10, 15D, 18a	•i	•		•IC	•	•Ki	Z	ATV
Maryland	•BS		•PS	12S		•GS	•S	•IS				ORV
Massachussetts	•B			12, 14D, 16 1/2F		•	•	•(I*)	•	•K	Z	RV
Michigan	•B	•		12s, 16t & D & a	•d#	•G	•H	•IC	•	•h	Z	ORV/ATV
Minnesota	•BC			12E,16Ea & D	f•bE	•FG	•			•KiE	Q	ATV
Mississippi												
Missouri	•A	•		16D		•C	•C	•C	•C	•Ki	o	ATV
Montana	•A	•E							•S			OHV
Nebraska						•F & G	•	•	•C		Z, (ge)	ATV
Nevada								•	•			
New Hampshire	•B		•iD or a	18D, m or q	•rD or m	•	•H	•(I*)C	•	•hi	Z	OHRV/ATV
New Jersey	•ACE			x,14E, 16uE	•isCE	•C	•	•		•KL	Z	ATV
New Mexico	•A	•									Z	OHMV
New York	•AC			10D, 16D or a	•cD	•GC	•	•(I*)C	•	•K	Z	ATV
No. Carolina												
No. Dakota	•AC		•a	12, 16D or a	•b	•	•	•(IS)		•Ki	Z	ATV
Ohio	•A		•E	16D, 12U		•	•	•				APV
Oklahoma						•SG		•*S	•*S	•OS		ORV
Oregon	•A	•	•E, a or D	12FD	•D or m	•G	•	•I	•S	•W	Z	ATV
Pennsylvania	•B	•		10E,16a	•c	•G	•H	•I	•S	•KF	Z	ATV
Rhode Island	•B	•	•T	12S,16,sD & F		•F & G	•	•IC		•KL	Z	RV
So. Carolina												
So. Dakota		•									N	ATV/ORV
Tennessee		•						•*S	•*S	•*hS	Z	OHMV
Texas	•AE	•		14D	•nE	•EG	•E	•E	•EC	•hE	Z	ATV
Utah	•BE	•k	•aE	8E, 16a	•mE	•G	•	•		•Y	Z	ATV/OHV
Vermont	•AE			12D, 16FD, 18a	•iw	•C	•C	•IC	•C		Z	ATV
Virginia				16, 12j						•K	X, Z	ATV
Washington	•AC					•G	•	•I	•			NHV/ORV
W. Virginia		•										ATV
Wisconsin	•BC	•		12s & D(y),16D or a	•bD	•F&G	•	•	•	•is	X, Z	ATV
Wyoming											X	ORRV

- • - Required by law or regulation
- * - Applies to 3-wheel ATVs only
- # - Safety certificate requirement not effective until 6 months after rules are promulgated
- A - By motor vehicle registration agency
- B - By recreation management agency
- C - Except in authorized events
- D - Unless supervised
- E - Applies only on public lands
- F - To cross highway
- G - For night operation only
- H - Specific performance requirements
- I - Decibel limit specified
- J - Prohibited
- K - Approved helmet
- L - 16 sq. in. reflective material on each side of ATV
- M - Unless supervised by parent or his designee and either has safety certificate or is supervised by adult with certificate
- N - Prohibited except to cross highway & by registered ATVs with 4 or more wheels & 200cc or more
- O - Helmet (for 3-wheelers); flag on whip, as specified (on all ATVs)
- P - Must have license, learner's permit, or be accompanied by licensee, or be accompanied by parent
- Q - Allowed as specified in law
- R - For ATV over 70cc
- S - Applies only on specified public lands
- T - For ages 16-18 to cross highway
- U - On DNR lands if accompanied by parent
- V - Lights required at night
- W - Red flag (on sand), chain guard (if equipped with chain)
- X - Prohibited except for agricultural purposes
- Y - Helmet in competitive events & under age 18, flag on sand dunes
- Z - Prohibited except to cross highway
- a - Unless safety certificate is possessed
- b - For ages 12-15
- c - For ages 10-15
- d - Under age 16
- e - During daylight hours only
- f - If issued to persons age 12-15, not valid for ATVs over 90cc
- g - Allowed for agricultural purposes
- h - Helmet and eye protection
- i - For persons under age 18
- j - For ATVs 70-90cc
- k - For 1988 models and newer
- m - Unless motor vehicle operator's license possessed
- n - Unless supervised by adult with safety certificate
- o - Prohibited except for agricultural/industrial purposes or with special permit
- p - Goggles or safety glasses
- q - Unless at least age 12 & have safety certificate
- r - For ages 12-17
- s - Except if engaged in agricultural activities
- t - For 3-wheel ATVs
- u - For ATV's over 90cc
- v - For all ages; under age 18 must complete safety course
- w - Effective 7/1/93
- x - Sale of ATV over 90cc for use under age 16 prohibited
- y - Additional provisions apply; law too complex to summarize completely

Classification Abbreviations

- APV - All-purpose vehicle
- ATV - All-terrain vehicle
- NHV - Non-highway vehicle
- OHV - Off-highway vehicle
- OHMV - Off-highway motor vehicle
- OHRV - Off-highway recreation vehicle
- ORV - Off-road vehicle
- ORRV - Off-road recreational vehicle
- RV - Recreation vehicle

This chart is compiled by SVIA's Government Relations Office. Although it represents information from the most authoritative sources available, SVIA is not responsible for accuracy or completeness. Many of the provisions summarized herein have exceptions and may require further explanation. It is necessary to refer to the actual laws and regulations for specific details. This chart will be updated annually as state legislatures enact or amend ATV requirements. Please contact SVIA for additional information concerning ATV's or for additional copies of this chart.

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